


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-1111(7) Catoosa County **OFFICE** Preconstruction  
P.I. No. 650440  
**DATE** January 17, 1996  
**FROM**  C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

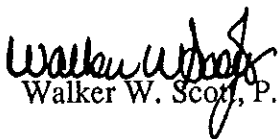
Attachment

**DISTRIBUTION:**

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keepler)  
Jerry Hobbs  
Herman Griffin  
Darrell Elwell (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Jim Kennerly  
Charles Law

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-1111(7) Catoosa County **OFFICE** Preconstruction  
P.I. No. 650440  
**DATE** January 2, 1996  
**FROM**  Walker W. Scott, P.E., Director of Preconstruction  
**TO** Wayne Shackelford, Commissioner

**SUBJECT PROJECT CONCEPT REPORT**

This project is the widening of SR 146/Cloud Springs Road from just west of Lakeview Drive/CR 553 easterly to the southbound ramps at the I-75 interchange for a total of 3.77km. The existing roadway consists of two, 6.7m - 7.2m lanes with variable 0.3m - 3.0m rural shoulders. The existing right-of-way varies from 15.2m to 18.2m. The existing major structure consists of a 134.0m x 13.4m bridge over West Chickamauga Creek with a sufficiency rating of 95.9. The base year traffic (1998) is 17,700 VPD and the design year traffic (2018) is 26,700 VPD. The posted speed is 65km/h and the design speed is 70km/h.

The proposed construction will widen SR 146/Cloud Springs Road with two, 3.6m lanes in each direction separated by a 6.1m raised median for the entire project length. State Route 146 will be widened symmetrically along the entire project except for the section between Dietz Road and Market Place Mall, which is on new location on the north side of SR 146. The proposed right-of-way will vary from 27.0m to 61.0m. The existing substandard horizontal and vertical alignment will be corrected to meet the proposed 70km/h speed design. An urban typical section will be utilized between Lakeview Drive and Reynolds Drive to minimize right-of-way impacts. The existing bridge over West Chickamauga Creek will be widened to 26.8m. This roadway will remain open to traffic during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; possible wetlands impacts; a TVA permit is required; an examination for threatened and endangered fish and mussels is required; an archaeological and historical survey is required; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford

Page 2

January 2, 1996

STP-1111(7) Catoosa

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$5,291,000	\$4,171,000	1999
Right-of-Way	\$3,551,000	\$1,167,000	1999
Utilities*	\$2,050,000	-----	


\*LGPA sent 3-2-92 requesting Catoosa County be responsible for utility relocations.

The proposed improvements will provide a safer and more efficient roadway. This project is in the STIP. I recommend this project concept be approved.

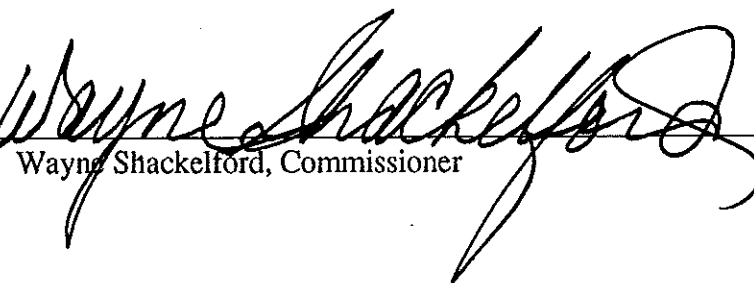
WWS:JDQ/cj

Attachment

CONCUR

  
Frank L. Danchetz, P.E., Chief Engineer

APPROVE

  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
NOV 13 1995  
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1111(7) CATOOSA OFFICE Atlanta, Georgia  
P.I. NO. 650440 DATE NOVEMBER 13, 1995

FROM Bob Mustin, Project Review Engineer *JW*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted November 7, 1995 by the letter from James Kennerly dated October 30, 1995 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	\$	4,373,000
Inflation	\$	437,000
E & C	\$	481,000
Right of Way	\$	3,551,000
Reimbursable Utilities	\$	2,050,000 (LGPA?)

DTM

c: Jim Kennerly

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENT CORRESPONDENCE**



**FILE**      STP-1111(7)Catoosa County      **OFFICE** Atlanta  
             P.I. No. 650440  
**DATE** October 30, 1995

**FROM**      *James Kennerly* State Road & Airport Design Engineer

**TO**          C. Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT**   Concept Report

Attached for your review is the original Concept Report for this project. We are distributing copies of the report to the appropriate offices for their review, comments, and signatures.

These offices should return their comments and a copy of the signed cover sheets (pages 1 and 2 of the concept report) to the Assistant Director of Preconstruction within 2 weeks of receiving this concept report.

JAK:MMG:JSS  
Attachments

c:    David Studstill  
      Charles Law  
      Bob Mustin  
      Marion Waters  
      Paul Liles

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN**

**PROJECT CONCEPT REPORT  
STP - 1111(7) CATOOSA COUNTY**

**S.R. 146/CLOUD SPRINGS ROAD  
WIDENING AND RECONSTRUCTION FROM  
LAKEVIEW DRIVE TO I - 75**

**FEDERAL ROUTE NO:  
STATE ROUTE NO: 146  
GADOT P.I. NO: 650440**

**Date of Report:  
10/27/95**

### RECOMMENDATION FOR APPROVAL

**DATE**

11/6/95

**State Road & Airport Design Engineer**

DATE \_\_\_\_\_

**State Environmental Engineer**

**DATE**

**State Traffic Operations Engineer**

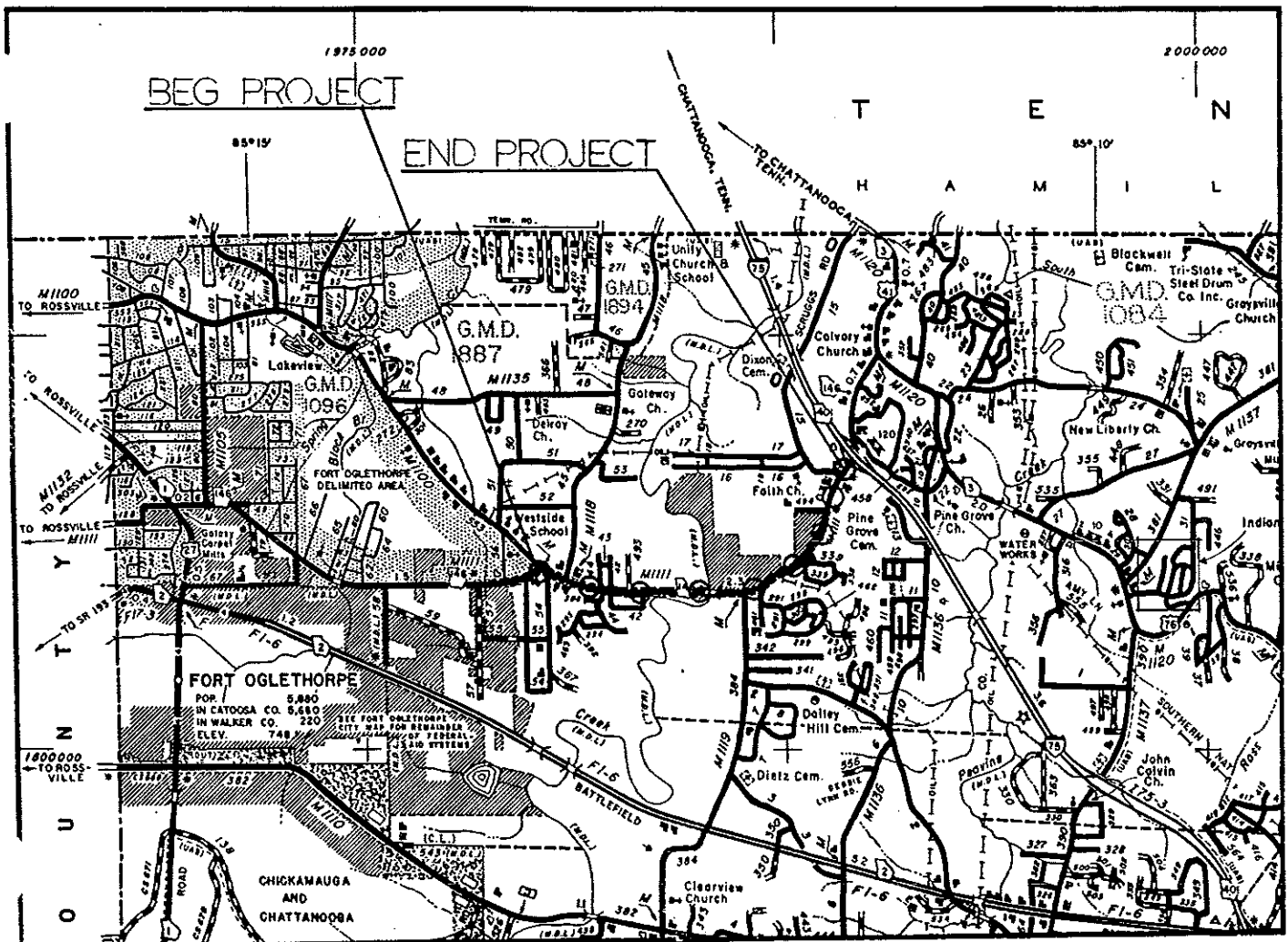
DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

**State Bridge Engineer**

PROJECT MAP - Project No. : STP - 1111 (7)



PROJECT NUMBER: STP - 1111 (7)

PROJECT LOCATION & DESCRIPTION
<p>This project begins at a point on S.R. 146/Cloud Springs Road just west of Lakeview Drive and extends easterly along S.R. 146 to the intersection of the southbound ramps at the I-75 interchange. The proposed typical section consists of two twelve foot (3.6 meter) wide lanes in each direction separated by a twenty foot (6.1 meter) wide raised median. Substandard horizontal and vertical alignment will be corrected to meet the proposed 45 MPH (70 KPH) speed design. Curb and gutter would be used to minimize right of way impacts from Lakeview Drive to Reynolds Drive.</p>
<p>PROJECT LENGTH: 2.34 MILES/3.77 KM</p>

TRAFFIC			
CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
<u>1998</u>	<u>17700</u>	<u>2018</u>	<u>26700</u>

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR	URBAN MINOR ARTERIAL

NON-CA ( )	CA ( )	EXEMPT (X)	N/A ( )
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**PROJECT NEED & PURPOSE**

SEE ATTACHED SHEET

**EXISTING ROADWAY**

TYPICAL SECTION: 2 - 22 to 24 foot lanes 1 to 10 foot wide shoulders. (2 - 6.7 - 7.2 meter lanes with 0.3 to 3.0 meter wide shoulders.)

R/W WIDTH

50-60 FT/ 15-18 M

POSTED SPEED

MAX DEGREE OF CURVE

MAXIMUM GRADE

40 MPH/ 65 KPH

14.00 DEG./125 M(RAD)

6.50%

**MAJOR STRUCTURES:**

1. Bridge over West Chickamauga Creek - 440 ft (134 M) x 44 ft (13.4 M)

**PROPOSED ROADWAY**

TYPICAL SECTION: 4 - 12 foot (3.6 m)wide lanes with 20 foot (6.1 m) wide raised median

DESIGN SPEED

MAX DEGREE OF CURVE

MAX GRADE

45 MPH/70KPH ALLOWABLE: 9°30'/185M(RAD)

ALLOWABLE: 7.0 %

PROPOSED: 9°30'/185M(RAD)

PROPOSED: 5.0 %

**MAJOR STRUCTURES:**

1. Widen existing bridge over West Chickamauga Creek to 88 feet (26.8 m).

**PROPOSED RIGHT OF WAY**

R/W WIDTH

DISPLACEMENTS

90 FT (27 M) TO 200 FT (61 M)

RES: 4 BUS: 5 M.H.: 0

TYPE OF ACCESS CONTROL:

Permit

NUMBER OF PARCELS: 90+/-

**COORDINATION**

CONCEPT TEAM MEETING DATE: 10/19/95

LOCATION INSPECTION DATE: 3/31/95

PERMITS REQUIRED (4f, COE, 404, etc.): 106, 404

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING TO BE HELD

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA: NH-IM-75-3(196), STP-1120(2)

**MISCELLANEOUS**

TRAFFIC CONTROL DURING CONSTRUCTION: Construct under traffic

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT

DESIGN VARIATIONS REQUIRED:	(YES)	(NO)	(UNDETERMINED)
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	( )	(X)	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZ CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

<b>MISCELLANEOUS</b>
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UNDERGROUND STORAGE TANKS: 6 ACTIVE SITES ; 1 INACTIVE SITE
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HAZARDOUS SITES: NONE KNOWN
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<b>ALTERNATIVES CONSIDERED</b>
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<p>A five-lane typical section was considered for this project but was rejected due to the high volume of traffic.</p>
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<p>A no-build alternative was also considered but was rejected due to the rapid growth of the area, high traffic volumes, and a substandard existing roadway.</p>
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ESTIMATED COST			
CONSTRUCTION:	\$ 4,372,575	RIGHT-OF-WAY:	\$ 3,551,000
E & C (10%) :	\$ 437,258	ACQUIRED BY :	D.O.T
INFLATION :	\$ 480,983	UTILITIES :	\$ 2,049,600
		ADJUSTED BY :	UTILITIES, LGPA
TOTAL CONSTRUCTION COST:		\$5,290,816	

COMMENTS:

ATTACHMENTS: NEED AND PURPOSE STATEMENT, CONCEPT TEAM MEETING MINUTES  
PRELIMINARY COST ESTIMATE, TYPICAL SECTION

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: STP - 1111 (7)

COUNTY: CATOOSA

DATE: 10/27/95

ESTIMATED LETTING DATE: FY 99

PREPARED BY: Jim Simpson PROJECT LENGTH (MILES): 2.34 MILES/3.77 KM

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 687,000
2. DISPLACEMENTS; RES:4, BUS:5, M.H.:0	\$ 1,272,000
3. OTHER COST (ADM./COST, INFLATION)	\$ 1,592,000
SUBTOTAL:A	\$ 3,551,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 2,049,600
SUBTOTAL:B	\$ 2,049,600
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$ 0
a. RETAINING WALLS	\$ 0
b. BRIDGES widening of bridge	\$ 968,000
c. DETOURS BRIDGES	\$ 0
d. BOX CULVERTS	\$ 92,300
SUBTOTAL:C-1	\$ 1,060,300
2. GRADING AND DRAINAGE:	
a. EARTHWORK 70000 cy uncl and 50000 cy borrow	\$ 458,100
b. DRAINAGE:	
1) Cross Drain Pipe (exclude box culverts)	\$ 206,795
2) Curb and Gutter	\$ 67,060
3) Longitudinal System(include catch basins)	\$see b. 1.
SUBTOTAL:C-2	\$ 731,955

PROJECT COST			
3. BASE AND PAVING:			
a. AGGREGATE BASE	10" GAB		\$ 485,440
b. ASPHALT PAVING: Surface	1.5" E	\$ 190,710	
	Binder 2" B	\$ 256,720	
	Base 3"	\$ 331,890	
SUBTOTAL:C-3.b			\$ 779,320
c. CONCRETE MEDIAN	23400 SY @ \$30.81/SY		\$ 720,950
d. OTHER	tack and leveling		\$ 17,730
SUBTOTAL:C-3			\$ 2,003,440
4. LUMP ITEMS:			
a. TRAFFIC CONTROL			\$ 75,000
b. CLEARING AND GRUBBING			\$ 300,000
c. LANDSCAPING			\$ 20,000
d. EROSION CONTROL			\$ 75,000
e. DETOURS			\$ 0
SUBTOTAL:C-4			\$ 470,000
5. MISCELLANEOUS:			
a. LIGHTING			\$ 0
b. SIGNING - STRIPING - SIGNAL			\$ 60,000
c. GUARDRAIL			\$ 46,880
d. SIDEWALK			\$ 0
SUBTOTAL:C-5			\$ 106,880
6. SPECIAL FEATURES		SUBTOTAL:C-6	\$ 0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	\$	3,551,000
B. REIMBURSABLE UTILITIES	\$	2,049,600
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 1,060,300	
2. GRADING AND DRAINAGE	\$ 731,955	
3. BASE AND PAVING	\$ 2,003,440	
4. LUMP ITEMS	\$ 470,000	
5. MISCELLANEOUS	\$ 106,880	
6. SPECIAL FEATURES	\$ 0	
SUBTOTAL CONSTRUCTION COST	\$ 4,372,575	
E. & C. (10%)	\$ 437,258	
INFLATION (5% PER YEAR)	\$ 480,983	
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST	\$	5,290,816
GRAND TOTAL PROJECT COST	\$	10,891,416

10-19-95

NEED AND PURPOSE  
CLOUD SPRINGS ROAD/SR 146  
STP-1111(7) PI# 650440  
CATOOSA COUNTY

This project begins just east of Lakeview Drive, near the City of Rossville, and extends eastward to the I-75 interchange. The proposed improvement will provide a safer and more efficient route along this corridor. The project length is 2.34 miles (3.74 km) and will widen the existing two-lane facility to a four-lane facility with a 20 foot (6.2 m) median. The current ADT (1994) is 11,500 VPD with a projected ADT (2014) of 25,000 VPD. The existing facility consists of substandard horizontal and vertical alignments with low design speeds. These corrected deficiencies will allow for a proposed 45 MPH (72 KPH) speed design.

Because of congestion created with the opening of a shopping center at the I-75 interchange, this project was originally identified in 1984 as an immediate need. Recently, the shopping center has experienced a severe decline in tenants, but, the traffic demands have continued to increase due to rapid residential, commercial, and industrial development. Vehicles queuing onto the southbound mainline of I-75 during the evening rush hour occurs frequently.

The project is included in the Chattanooga Urban Area Transportation Study (CUATS) 2015 Transportation Plan. It is also identified in the CUATS FY 96-98 Transportation Improvement Program (TIP) for Right-of-Way acquisition in FY 97. Construction funds have been identified for FY 99.

The project is the first of several identified in the CUATS 2015 Transportation Plan that will provide increased access and mobility in the North Georgia area. Other projects that relate to this are: 1) widening SR 146 from I-75 east to US 41, 2) widening Lakeview Drive from SR 146 to US 27, and 3) widening Dietz Road from SR 146 to SR 2. Once completed, this network will serve the transportation and mobility needs for the SR 146 corridor.



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-1111(7)Catoosa County  
P.I. No. 650440

**OFFICE** Atlanta

**DATE** October 26, 1995

**FROM** Jay Simone, T.E. I

**TO** Distribution Below

**SUBJECT** Concept Team Meeting - S.R. 146 Improvements

Date/Time: October 19, 1995 10:00 A.M.

Place: Road and Airport Design Conference Room

Attending: Ron Braziel, Mike Gannaway, Jim Simpson, and Jay Simone of Road Design; Reba P. Scott, DOT Programming; Tonye Kheir, DOT Engineering Services; Keith Golden, DOT Planning; Del Clippard, DOT Traffic Operations; Robin Brown, DOT Relocation; W. Paul Simmons, DOT District 6 Utilities; Dennis Thompson, DOT District 6 Road Design; and J. W. Smith, Fort Oglethorpe.

The meeting was opened by Ron Braziel who gave a brief description of the project. The project was then described in detail by Jim Simpson.

Project STP-1111(7) in Catoosa County is proposed to improve S.R. 146/Cloud Springs Road from Lakeview Drive to the southbound ramps at the I-75 interchange. The length of the project is 2.34 miles (3.77 km). Traffic volumes are projected to be 17,700 ADT in 1998 and 26,700 ADT in 2018. The existing typical section is 22 to 24 feet (6.7 to 7.2 m) of pavement with 2 lanes and shoulders that are 1 to 10 feet (0.3 to 3.0 m) wide. The typical section proposed is two 12 ft. (3.6 m) wide lanes in each direction separated by a 20 ft. (6.1 m) wide raised median. Curb and gutter will be used to minimize right-of-way impacts from Lakeview Drive to Reynolds Drive. From Reynolds Drive to I-75 there is a 10 foot (3.0 m) wide shoulder with 4 feet (1.2 m) paved. Existing right-of-way varies from 50 ft. (15 m) to 60 ft. (18 m). The proposed right-of-way will vary from 90 ft. (27 m) to 200 ft. (61 m). S.R. 146 will be widened symmetrically along the entire project except for the section between Dietz Road and Market Place Mall which is on new location on the north side of existing S.R. 146. Substandard vertical and horizontal alignment will be corrected to meet the proposed 45 mph (70 kph) speed design. The maximum existing grade is 6.5% and the maximum proposed grade is 5.0%. The maximum existing degree of curve is 14°00' (125 R) and 9°30' (185 R) as proposed. There is an existing 440 ft. (134 m) x 44 ft. (13.4 m) bridge over the West Chickamauga Creek that is proposed to be widened to 88 ft. (26.8 m). The sufficiency rating of the existing bridge is 95.9. Access would be by permit along the entire project. There are some wetlands along

the project and the project will require an environmental assessment. There are approximately 90 parcels on the project with 2 possible relocations.

The project concept was reviewed and the following comments and recommendations were made:

#### DISTRICT 6

Comment: There are seven U.S.T. sites located throughout the project. Of these seven sites, six are active and one is inactive. There are wetlands throughout the project corridor. No hazardous waste sites have been identified.

#### PLANNING

Comment: This project is included as part of the metropolitan Chattanooga transportation plan.

#### RIGHT-OF-WAY

Comment: No Comments

#### UTILITIES

Comment: North Georgia EMC relocations will cost \$42,200 to relocate 37 poles and is reimbursable. Bell South relocations will cost \$520,000 and is non-reimbursable. Atlanta Gas Light relocations will cost \$220,022 and is non-reimbursable. Colonial Pipeline relocations will cost \$1,000,000 for the lines and \$200,000 for right-of-way and the cost is reimbursable. AT&T switch station relocation will cost \$800,000 to relocate and is reimbursable. Catoosa Water will cost \$270,000 to relocate and will be a local government cost. Battlefield Cable relocations will cost \$7,400 and is a reimbursable cost. Total cost of utility relocations is \$3,059,622. There is no sewer located on the project.

The project may be on top of the Colonial pipeline for approximately 1400 feet. The pipe is approximately 4 feet deep and they will not allow it to be cased to prevent the relocation.

#### PROGRAMMING

Comment: No LPGAs as of this date. It was sent out in 1992. Right-of-way shows FY 98 and const shows FY 2000. Costs need to be updated.

#### MAINTENANCE

Comment: The area around the bridge has flooded and caused the road to be closed twice in the past 5 years.  
Response: The bridge office will do a hydraulic study in this area.

#### TRAFFIC OPERATIONS

- Comment: Is it possible to get a dual left turn onto Dietz Rd. since there is a peak of 344 left turns per hour? Also give consideration to a signal at Mack Smith Rd.
- Response: The department is in the process of signalizing Dietz Rd.
- Comment: Can a right turn lane be added at Dietz Road.
- Response: We will analyze the need for the lane.
- Comment: Dietz Rd. is the main side road along the project. Is it possible to move the median opening across from Dietz Rd. and relocate Industrial Drive.
- Response: Yes it is.
- Comment: The city wants this project and would like the Dietz Rd. relocation project. There is going to be a new Wal-Mart and Lowes and traffic is real bad now.
- Response: Programming shows the Dietz Rd. relocation project as long range, but maybe we could relocate Dietz Rd. on this project.

#### ENGINEERING SERVICES

- Comment: No comments

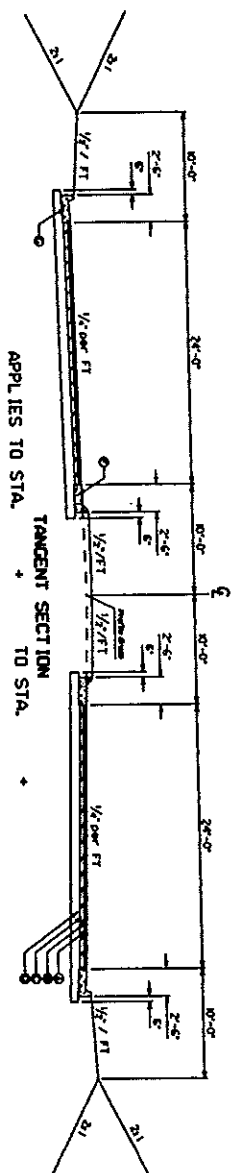
#### ADDITIONAL QUESTIONS AND COMMENTS

- Comment: Why is there the area of new location?
- Response: To correct the substandard horizontal curves.
- Comment: What is being displaced?
- Response: At this time there are two businesses being displaced, but we will know more after we get a survey.
- Comment: Why is the median being stopped before the ramps.
- Response: To allow us to tie into the existing lanes. There is an interchange project that has dual left turn lanes and it may be possible to extend the median to them.

JTS

Distribution: Frank Danchetz  
John Lively  
David Studstill  
Larry Seabrook  
Marion Waters  
Tom Turner  
Ronald Collins  
Herman Griffin  
Toni Dunagan  
Paul Liles  
Bob Mustin  
Dudley Ellis  
David Meshberger  
Charles Law

# TYPICAL SECTIONS



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z:/contyp.dgn  Oct. 26, 1995  09:05:13
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### RECOMMENDATION FOR APPROVAL

**DATE**

**State Road & Airport Design Engineer**

**DATE**

**State Environmental Engineer**

**DATE**

**State Traffic Operations Engineer**

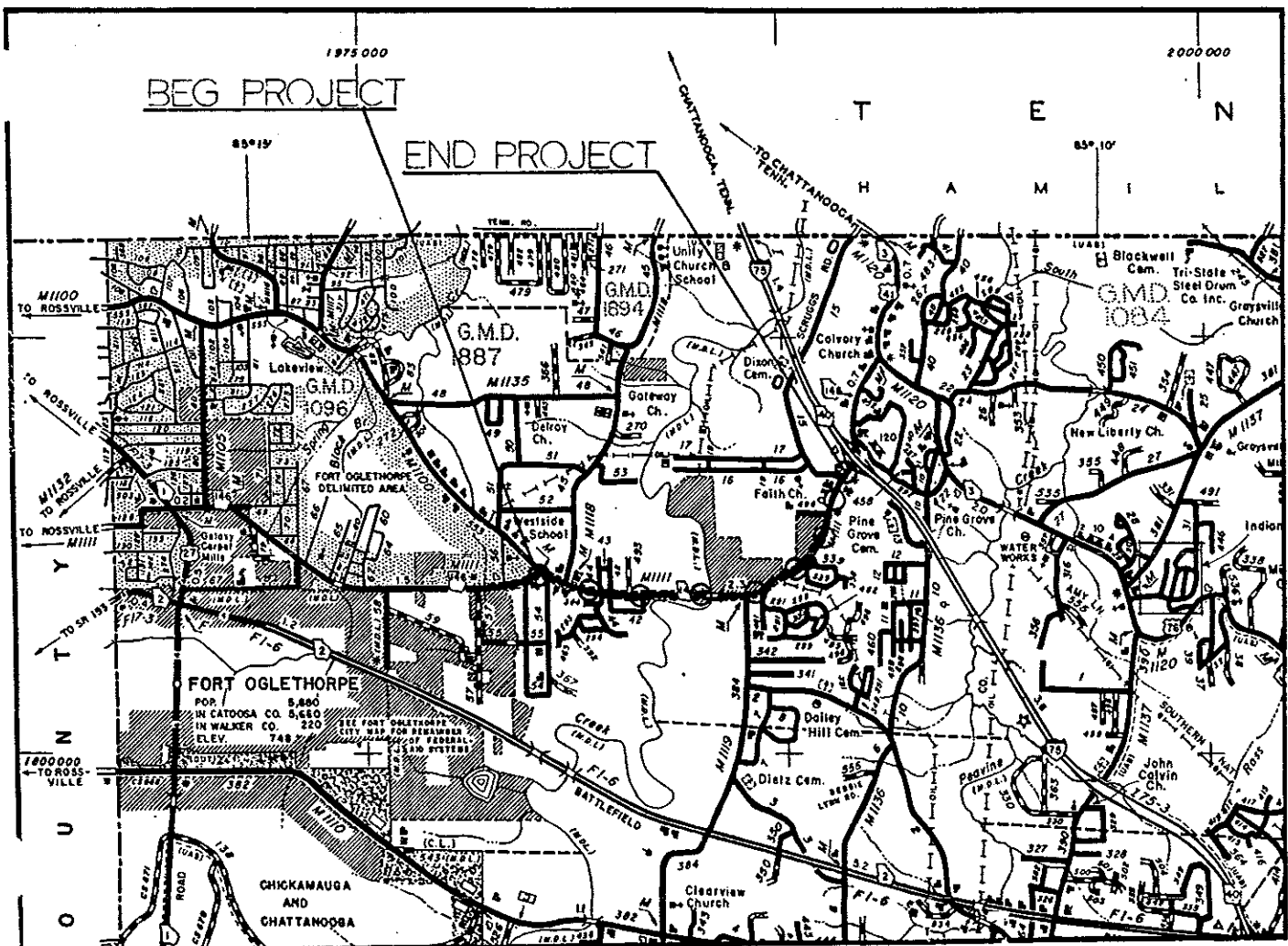
DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

**State Bridge Engineer**

PROJECT MAP - Project No. : STP - 1111 (7)



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
NOV 27 1995

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1111(7) Catoosa County OFFICE Traffic Operations  
P.I. No. 650440 Atlanta, Georgia  
DATE November 21, 1995

FROM *ABR* Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the widening of SR 146/Cloud Springs Road from just west of Lakeview Drive/CR 553 easterly for 2.34 miles (3.77 kilometers) to the southbound ramps at the I-75 interchange. The existing two lane roadway will be widened to four lanes divided by a twenty foot (6.1 meter) raised median. A curb and gutter section will be used on a portion of the project to minimize right of way impacts. The horizontal and vertical alignments will be improved to meet the 45 mph (70 km/h) design speed.

We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

cc: David Studstill  
James Kennerly (Attn: Mike Gannaway)  
Bob Mustin, w/attachment  
General Files

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN**

**PROJECT CONCEPT REPORT  
STP - 1111(7) CATOOSA COUNTY**

**S.R. 146/CLOUD SPRINGS ROAD  
WIDENING AND RECONSTRUCTION FROM  
LAKEVIEW DRIVE TO I - 75**

**FEDERAL ROUTE NO:  
STATE ROUTE NO: 146  
GADOT P.I. NO: 650440**

**Date of Report:  
10/27/95**

### RECOMMENDATION FOR APPROVAL

DATE \_\_\_\_\_

**State Road & Airport Design Engineer**

DATE \_\_\_\_\_

**State Environmental Engineer**

DATE \_\_\_\_\_

**State Traffic Operations Engineer**

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

**State Bridge Engineer**

PROJECT MAP - Project No. : STP - 1111 (7)

